

# BookletChart™



## ***Intracoastal Waterway – Blackwater Sound to Matecumbe***

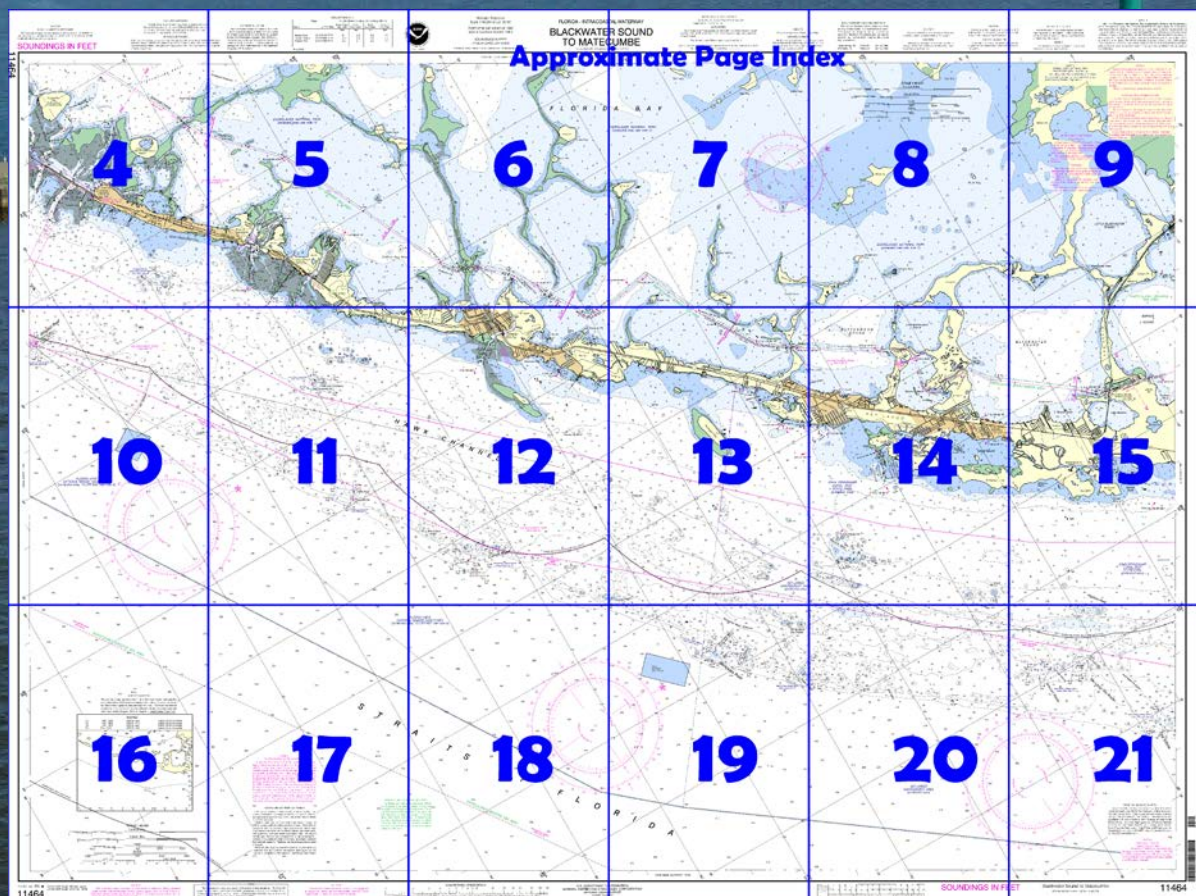
**NOAA Chart 11464**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker







# Table of Selected Chart Notes

Corrected through NM Apr. 22/06  
Corrected through LNM Apr. 18/06

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.461" northward and 0.785" eastward to agree with this chart.

Mercator Projection  
Scale 1:40,000 at Lat. 25°00'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## CHANNEL MARKERS

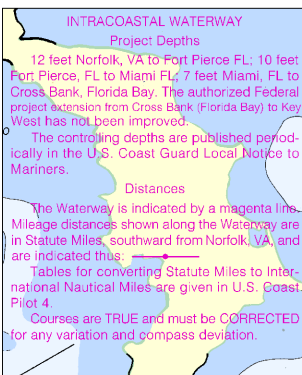
Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding southwestward.

## CAUTION

Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the charted fixed bridges.

## RADAR REFLECTORS

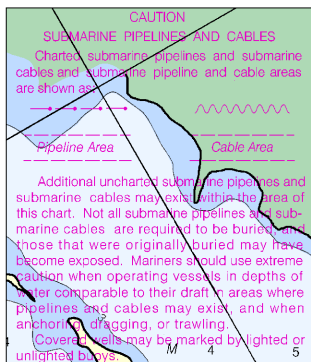
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Station	Frequency	Power
Teatable Key, FL	WWG-60	162.450 MHz
Princeton, FL	WNG-663	162.425 MHz



## PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.  
Refer to charted regulation section numbers.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.  
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.  
When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.  
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.  
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.  
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.  
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## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

## SHOALS AND PASSES

Mariners are advised to use caution. The shoals (dark blue areas) and passes (heavy dotted lines) were obtained from reports and have not been verified by field surveys. Stakes and piles, marking passes, are not shown due to their frequent change in position.

## TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Garden Cove (25°10'N/80°22'W)	2.4	2.3	0.2	-1.5
Tavener Harbor (25°03'N/80°31'W)	2.4	2.2	0.2	---
Alligator Reef (24°51'N/80°37'W)	2.2	2.1	0.2	-1.5

(Feb 2006)

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**POLLUTION REPORTS**

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**SHOALS AND PASSES**

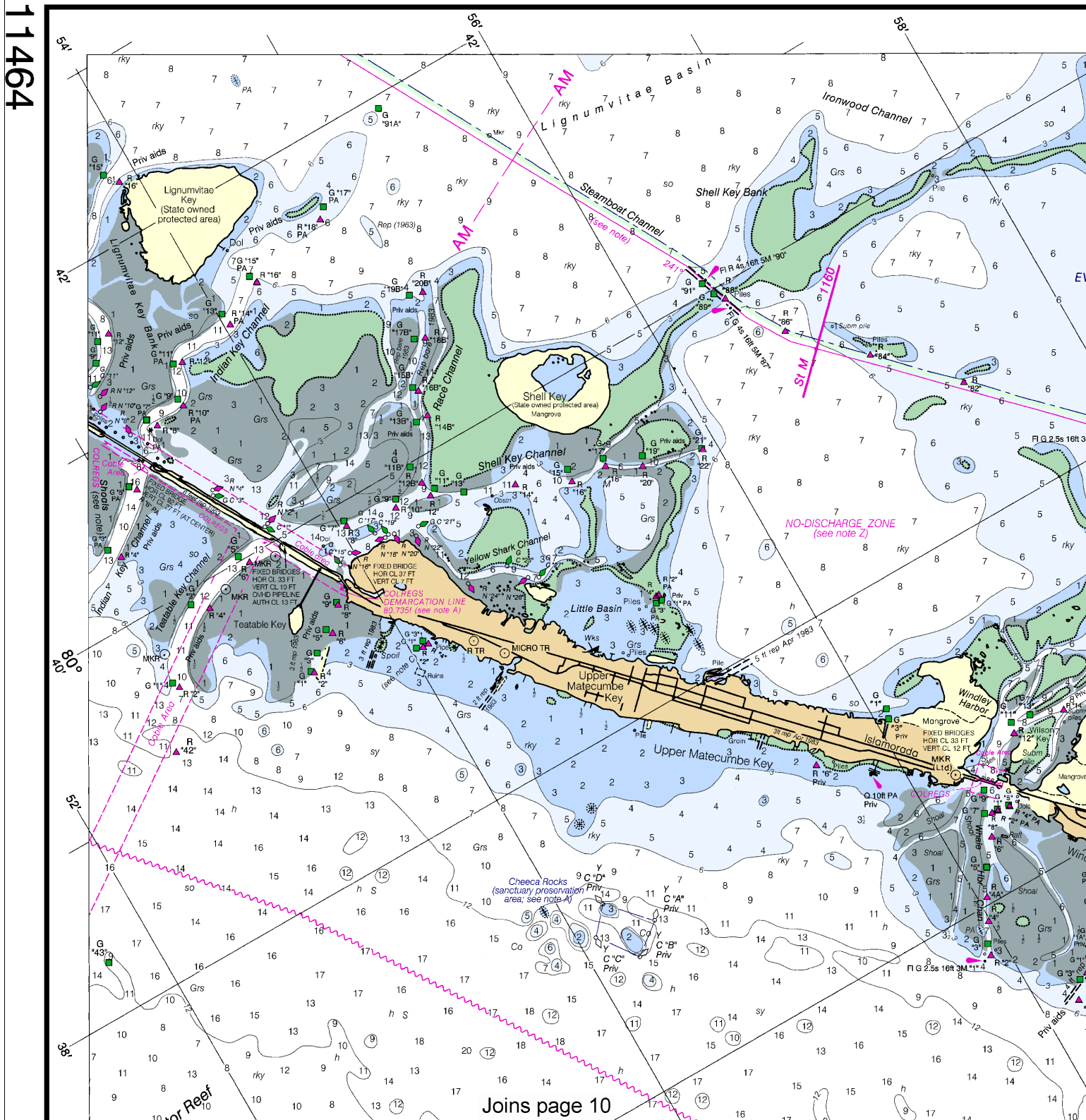
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# SOUNDINGS IN FEET

11464



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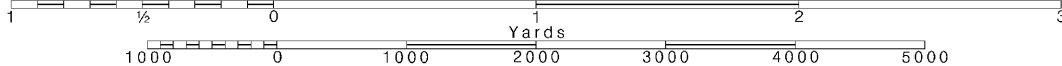
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

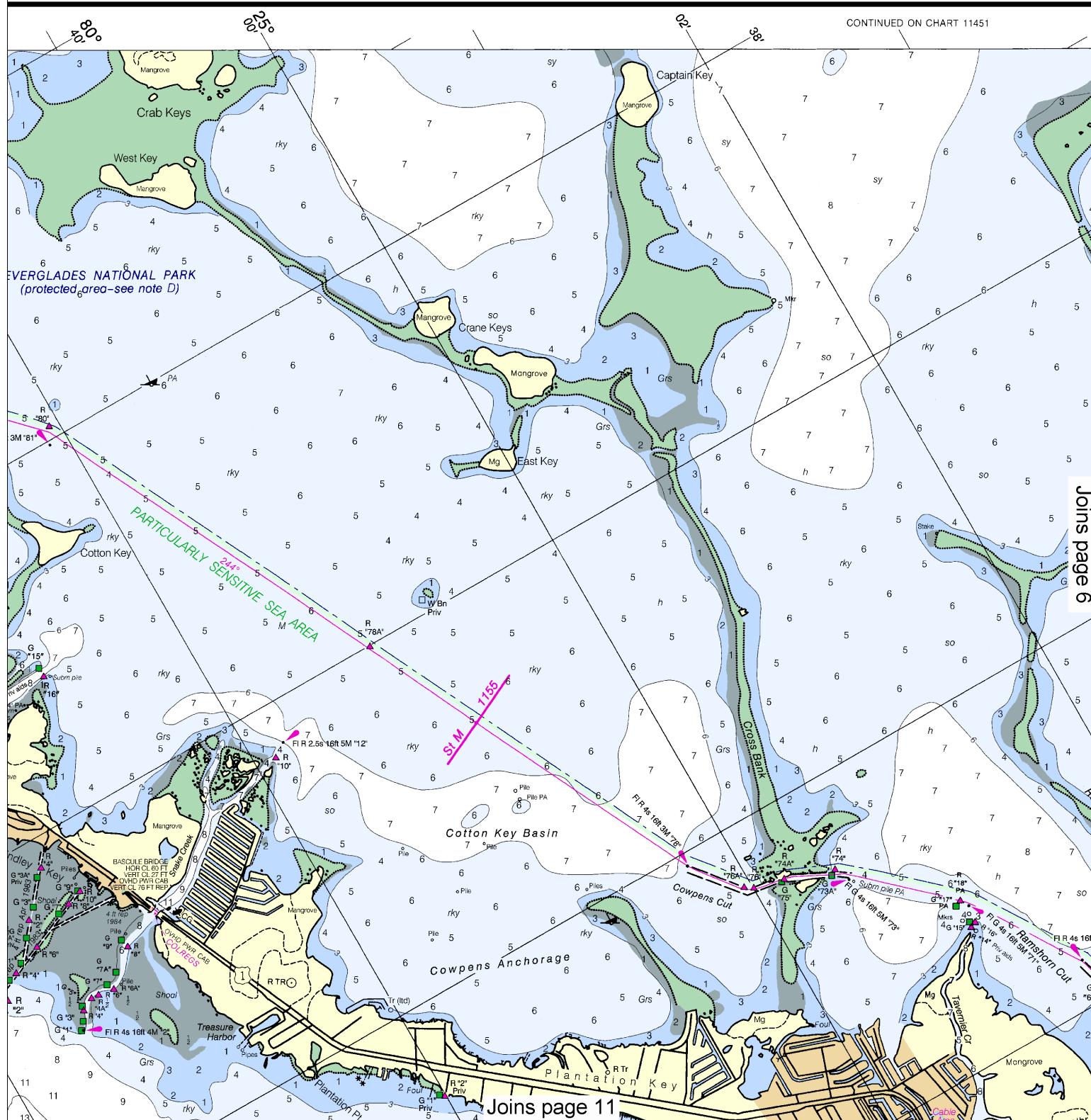
See Note on page 5.



## TIDAL INFORMATION

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(Feb 2006)

Mercator Projection  
Scale 1:40,000 at Lat. 25°00'North American Datum of 1983  
(World Geodetic System 1984)SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATERAdditional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



FORMATION

Height referred to datum of soundings (MLLW)

Higher Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
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2.4	2.2	0.2	---
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Mercator Projection  
Scale 1:40,000 at Lat. 25°00'  
North American Datum of 1983  
(World Geodetic System 1984)

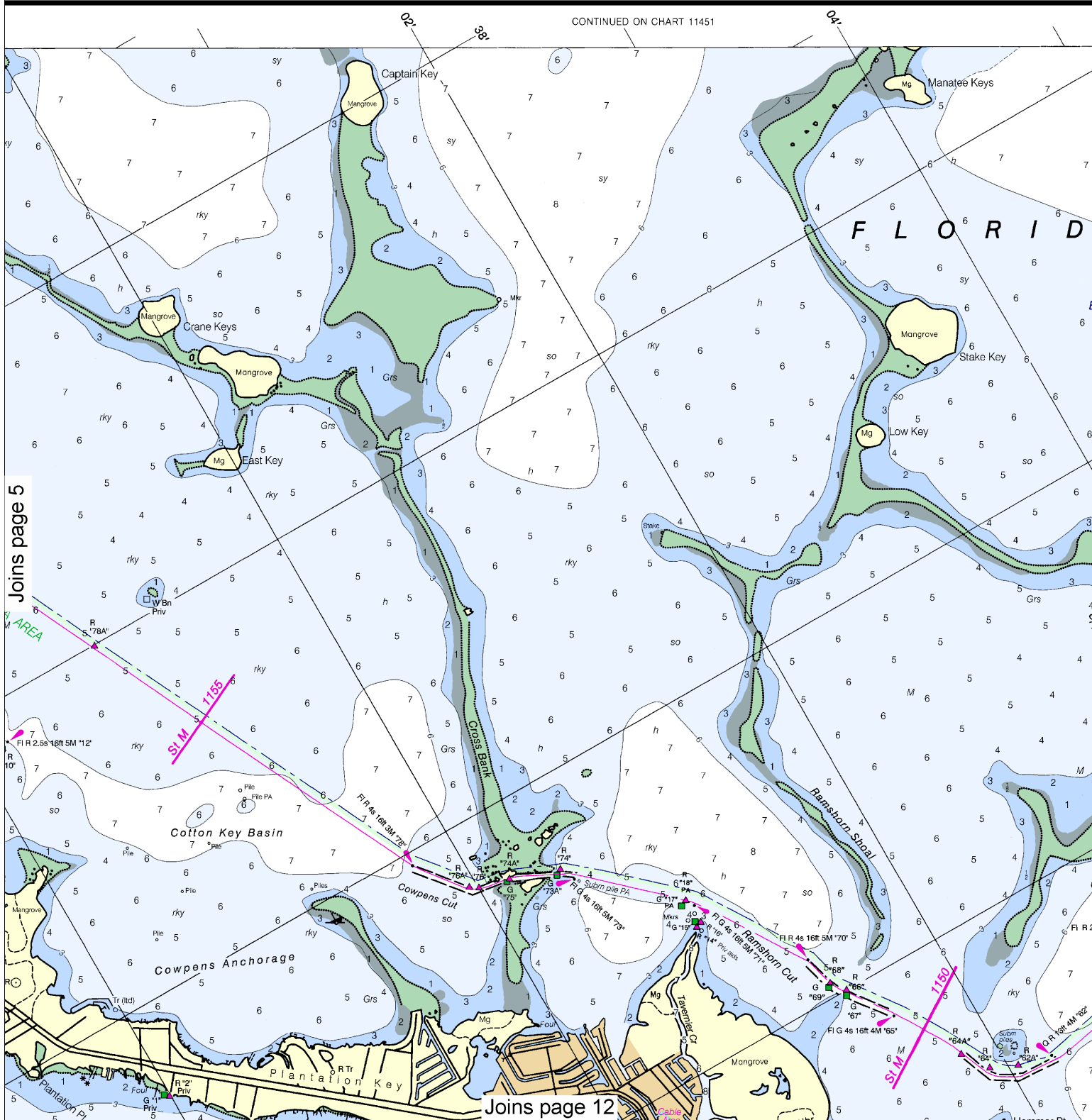
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# FLORIDA - INTRACOASTAL

## BLACKWATER RIVER TO MATECOCK

Formerly C&GS 850, 1st Combined Ed.



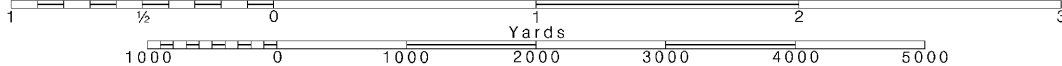
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



# STAL WATERWAY R SOUND CUMBE

d., Apr. 1959 KAPP 2929

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important  
supplemental information.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast  
Survey, with additional data from the Corps of Engineers, and U.S.  
Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

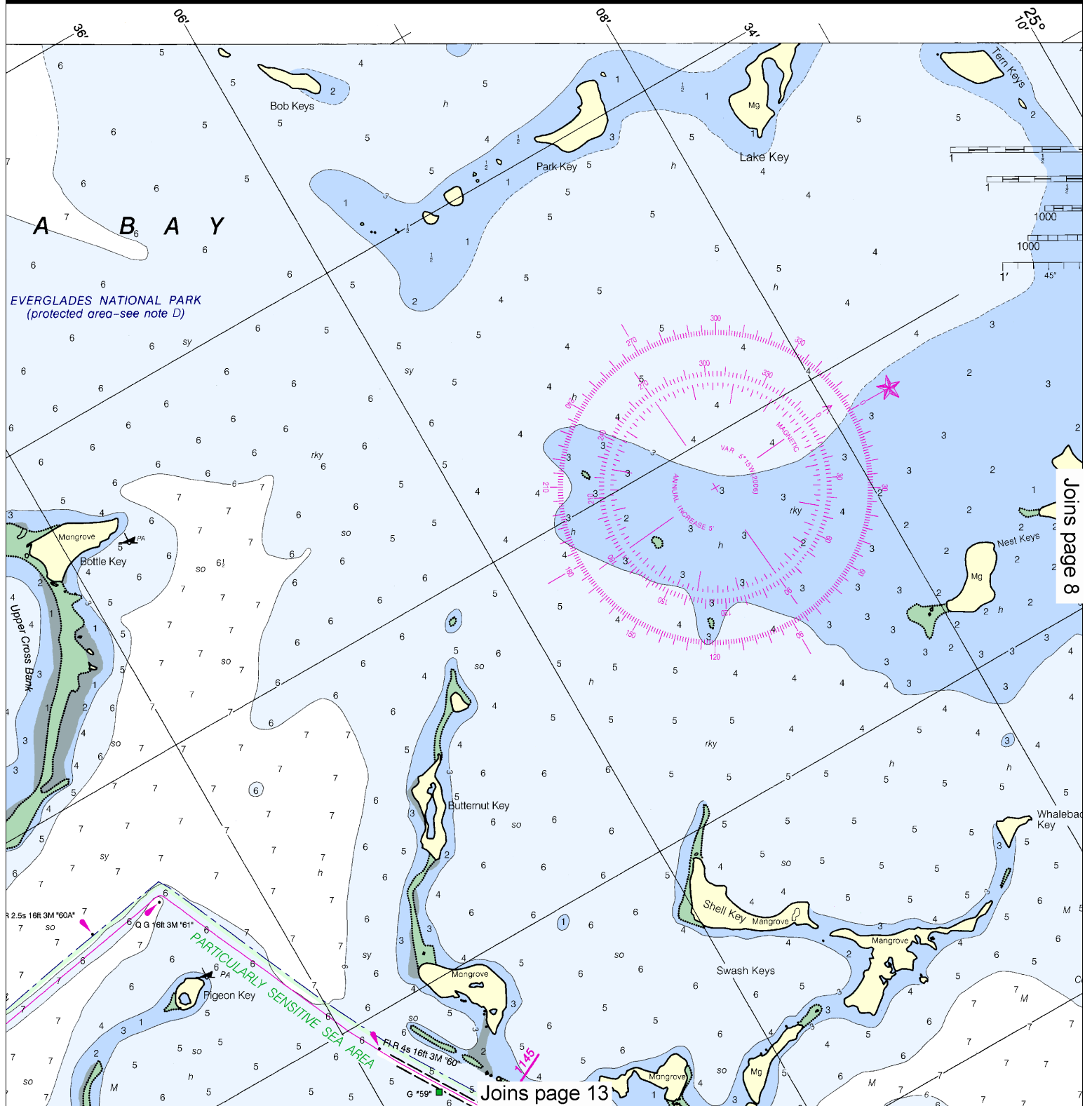
HEIGHTS  
Heights in feet above Mean High Water.

## CHANNEL MARKERS

Reflectors on daybeacons and buoys along  
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NOAA WEATHER RADIO BROADCASTS  
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Teatable Key, FL WVG-60 1  
Princeton, FL WNG-663 1



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,  
NGA Weekly Notice to Mariners: 0413 1/26/2013,  
Canadian Coast Guard Notice to Mariners: n/a.

SUPPLEMENTAL INFORMATION  
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#### AUTHORITIES

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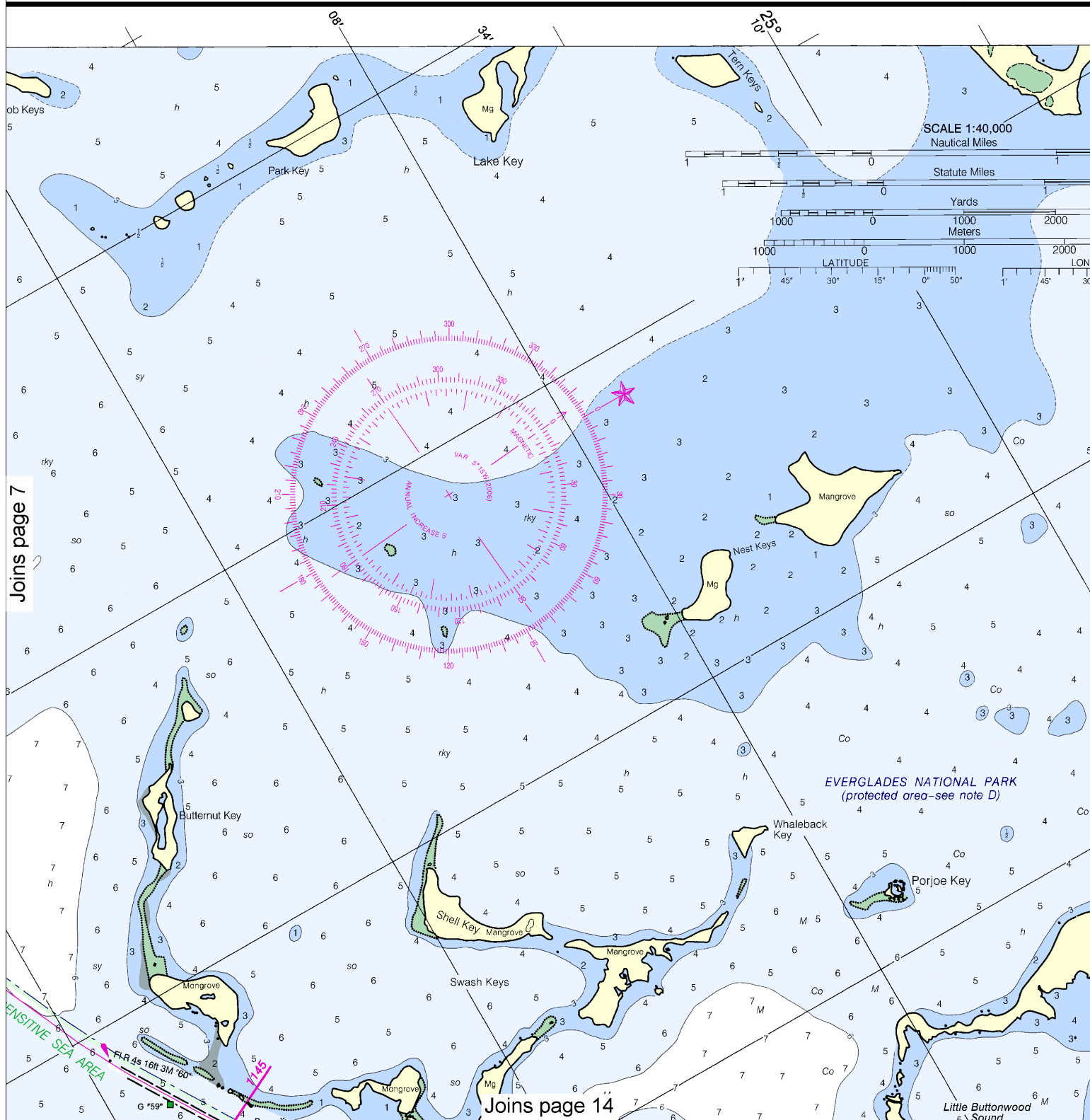
Teatable Key, FL	WWG-60	162.450 MHz
Princeton, FL	WNG-663	162.425 MHz

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Joins page 14

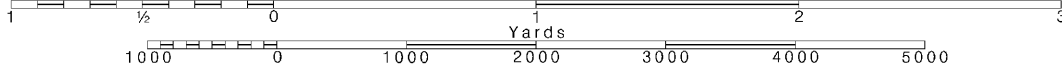
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Note: Chart grid lines are aligned with true north.

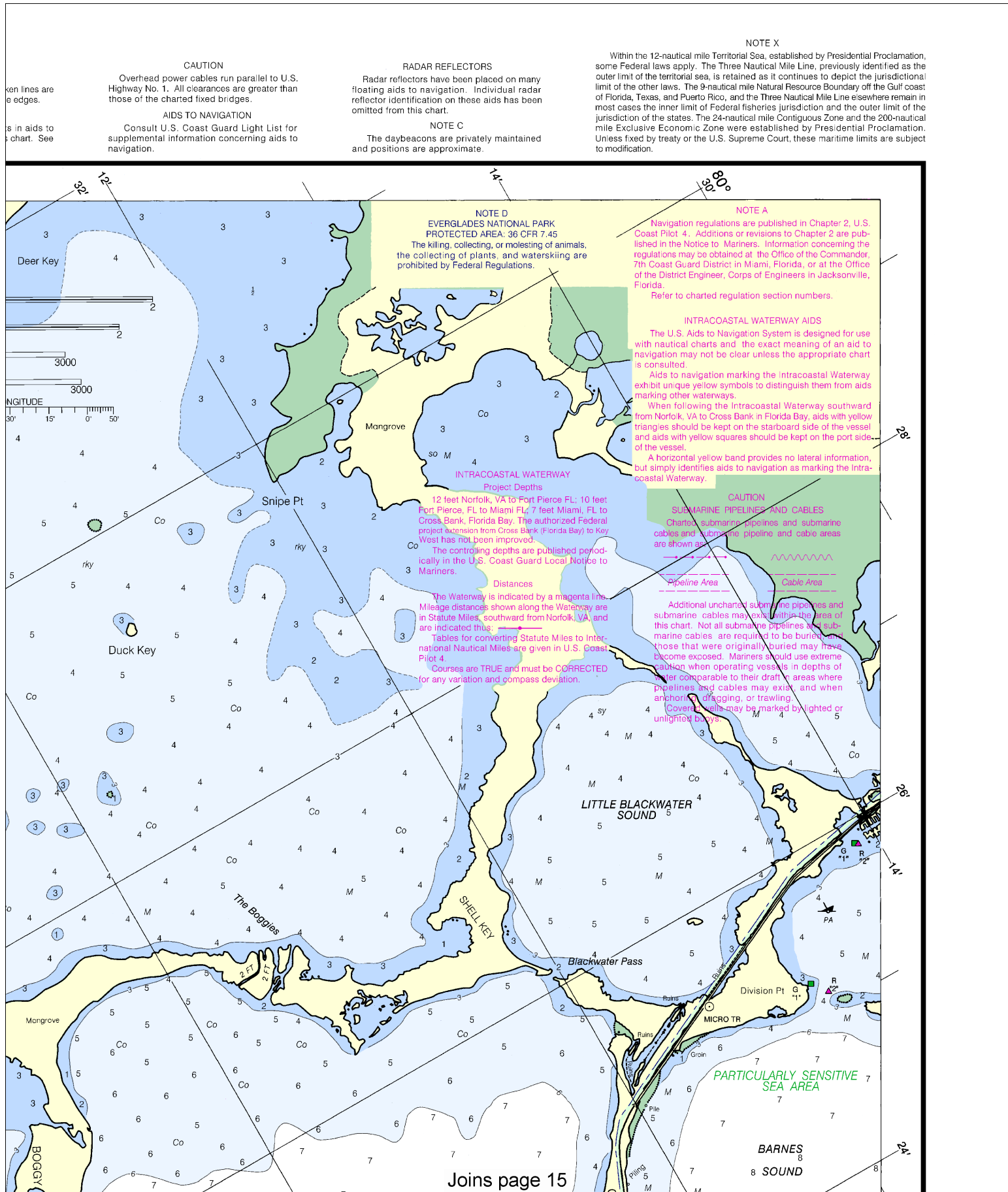
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SCALE 1:40,000  
Nautical Miles

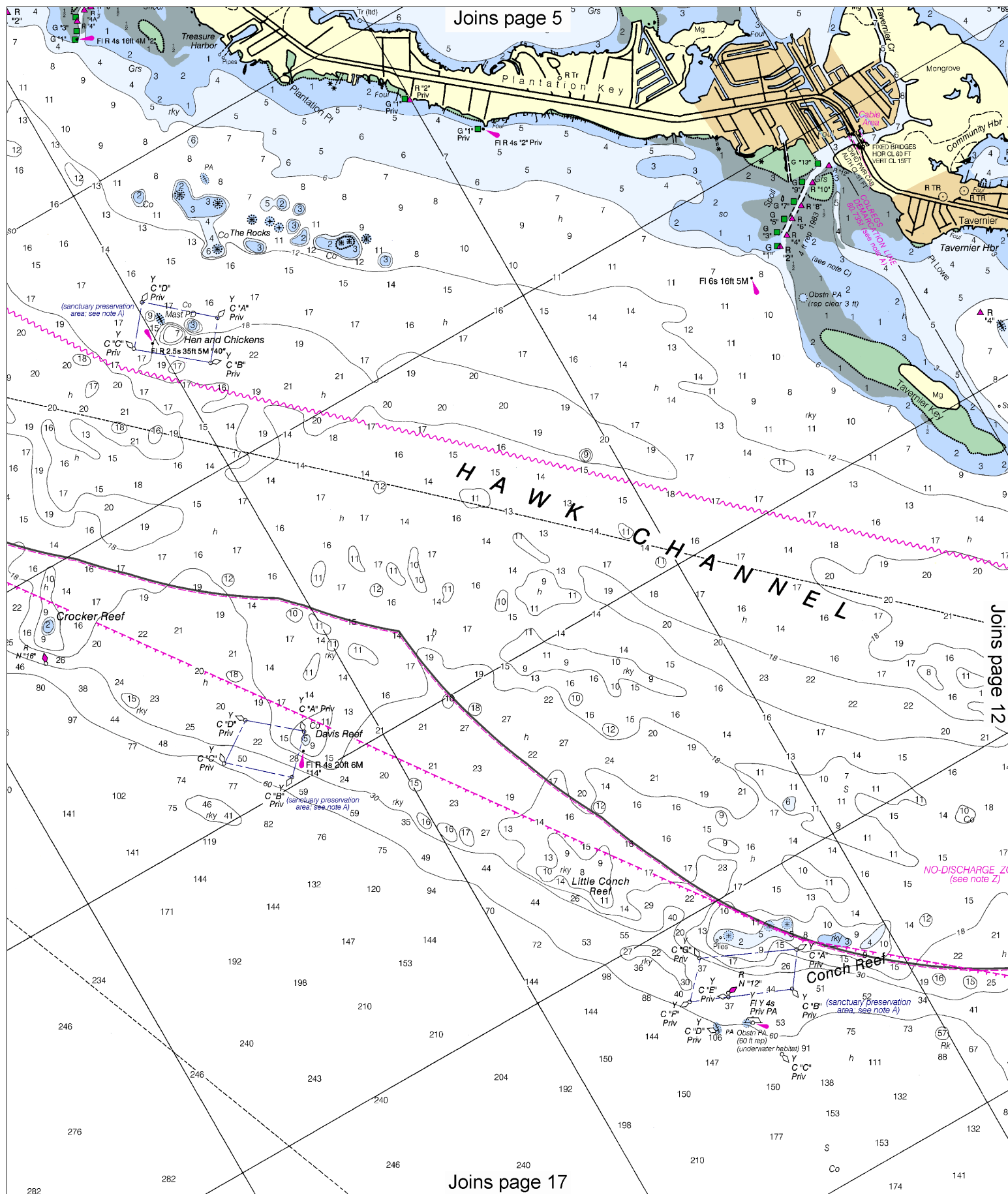
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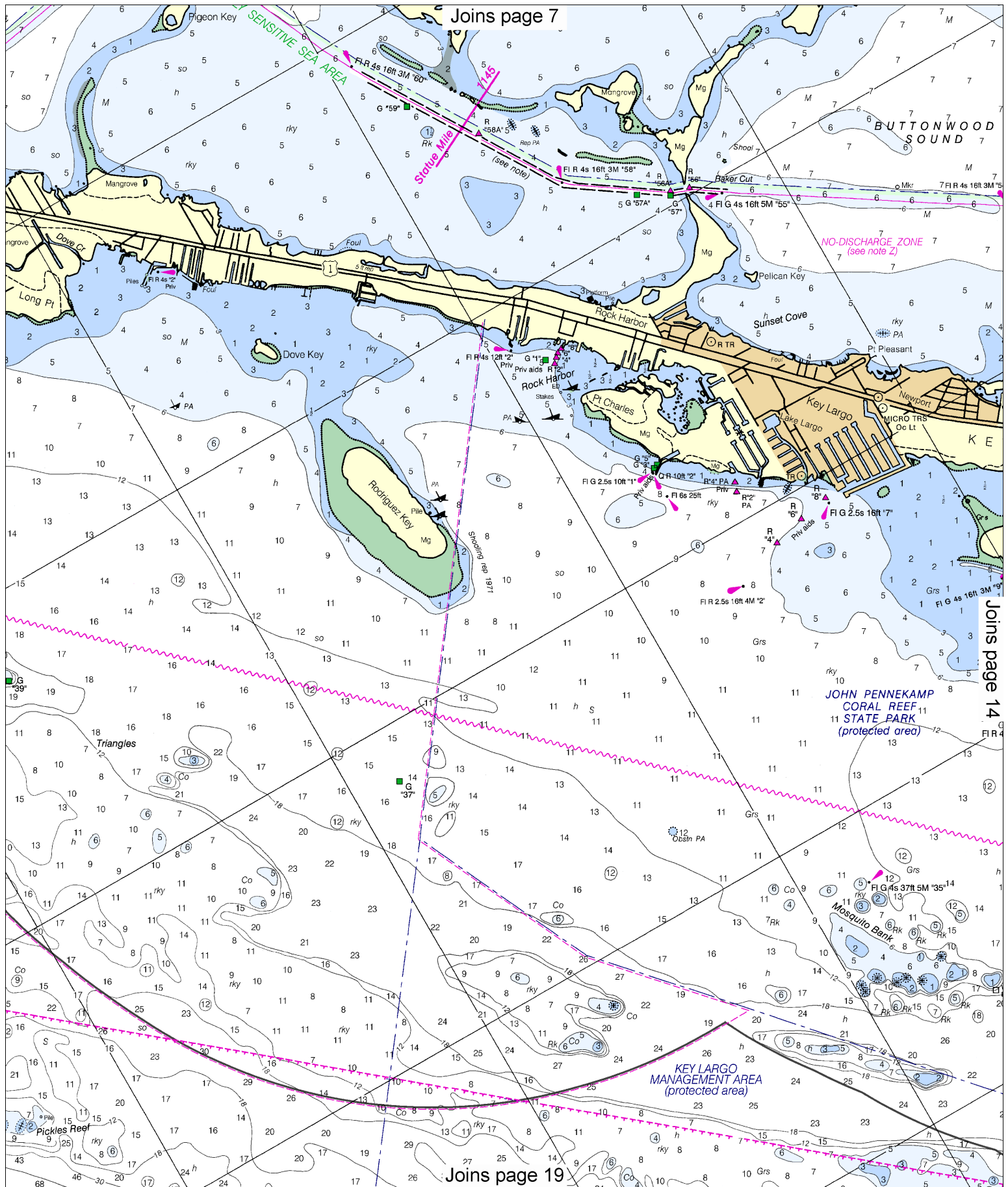








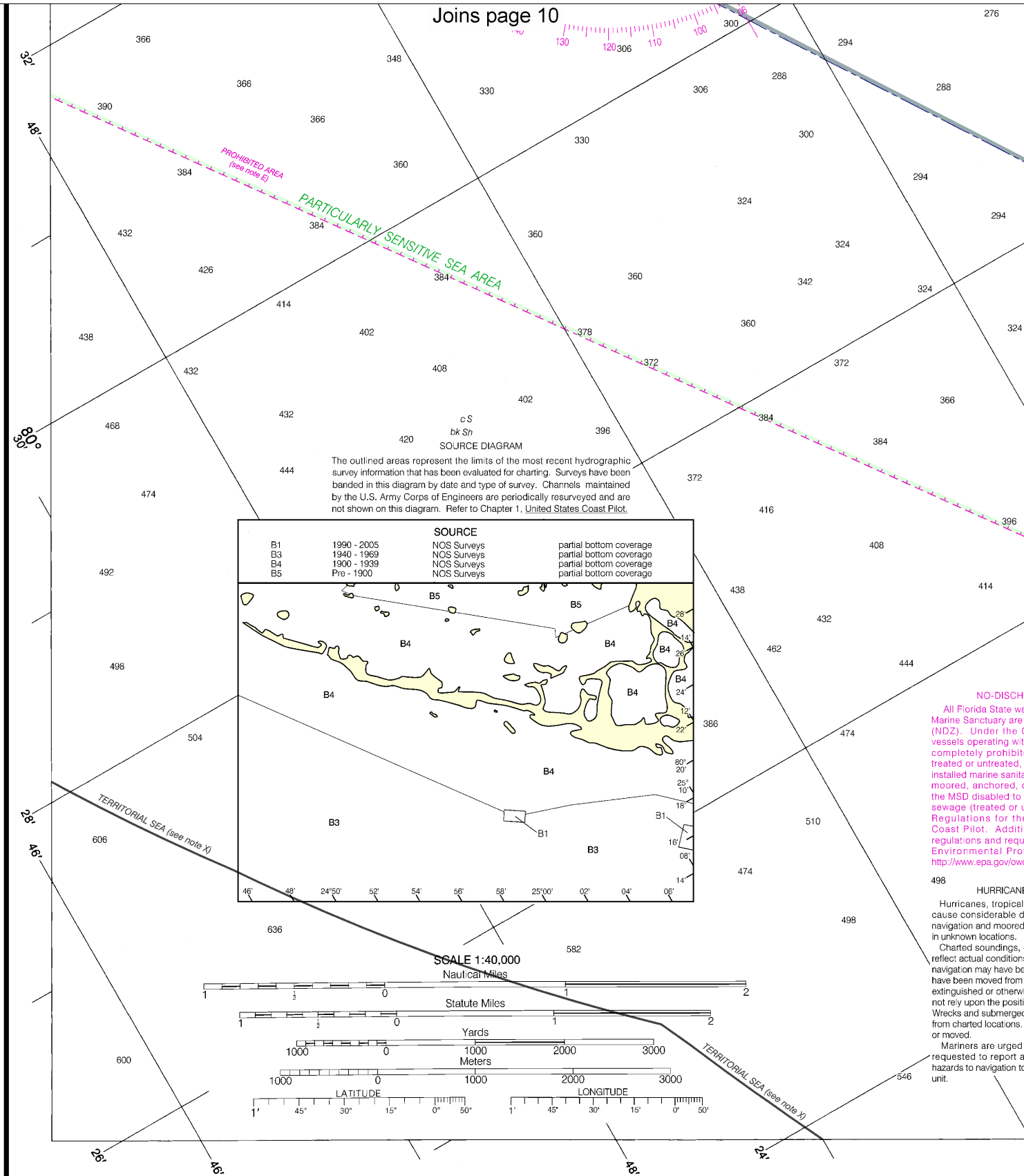












**NO-DISCH**  
All Florida State waters and Marine Sanctuaries are (NDZ). Under the Clean Water Act, vessels operating within these areas are completely prohibited from discharging any pollutants, treated or untreated, into the water. This includes marine sanitation devices (MSDs) that are not properly installed, maintained, or operated. Vessels must be properly equipped with and use an approved sewage treatment system. For more information, see the Regulations for the Coast Pilot. Additional regulations and requirements are available at <http://www.epa.gov/owd>.

**HURRICANE**  
Hurricanes, tropical storms, and other severe weather can cause considerable damage to navigation and moored vessels in unknown locations. Charted soundings, depths, and other information may have been moved from their original locations or otherwise not rely upon the position of the vessel. Wrecks and submerged objects may have been moved from their original locations. Mariners are urged to report any hazards to navigation to the nearest Coast Guard unit.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

17th Ed., Apr. /06 ■ Corrected through NM Apr. 22/06  
Corrected through LNM Apr. 18/06

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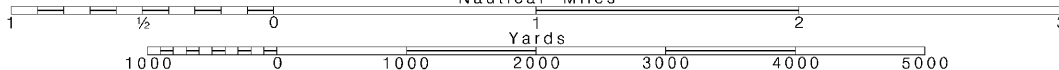
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

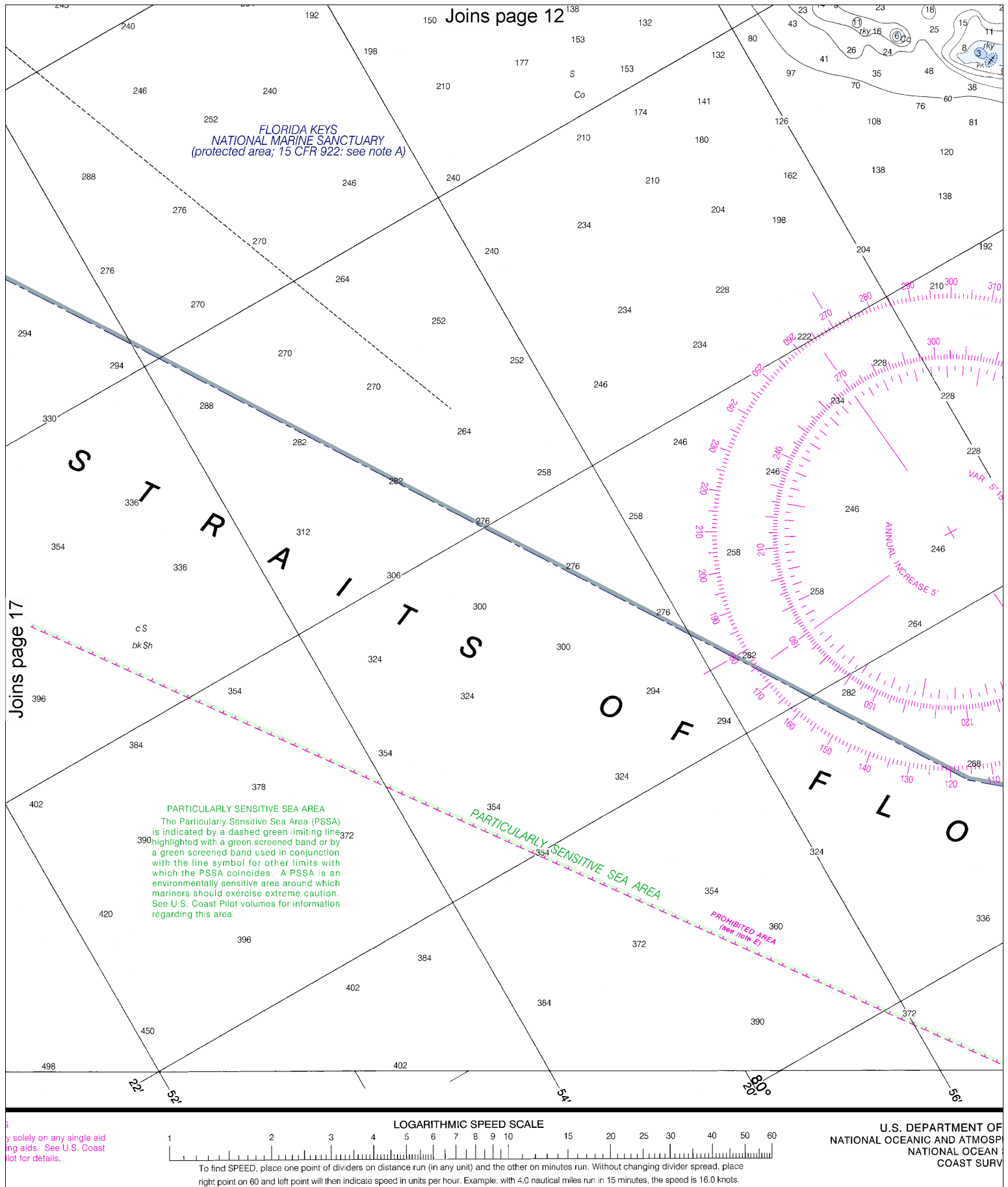
SCALE 1:40,000  
Nautical Miles

See Note on page 5.







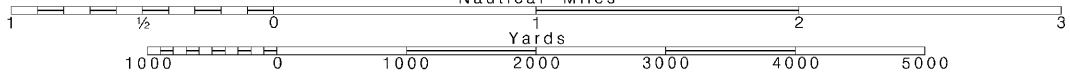


Note: Chart grid lines are aligned with true north.

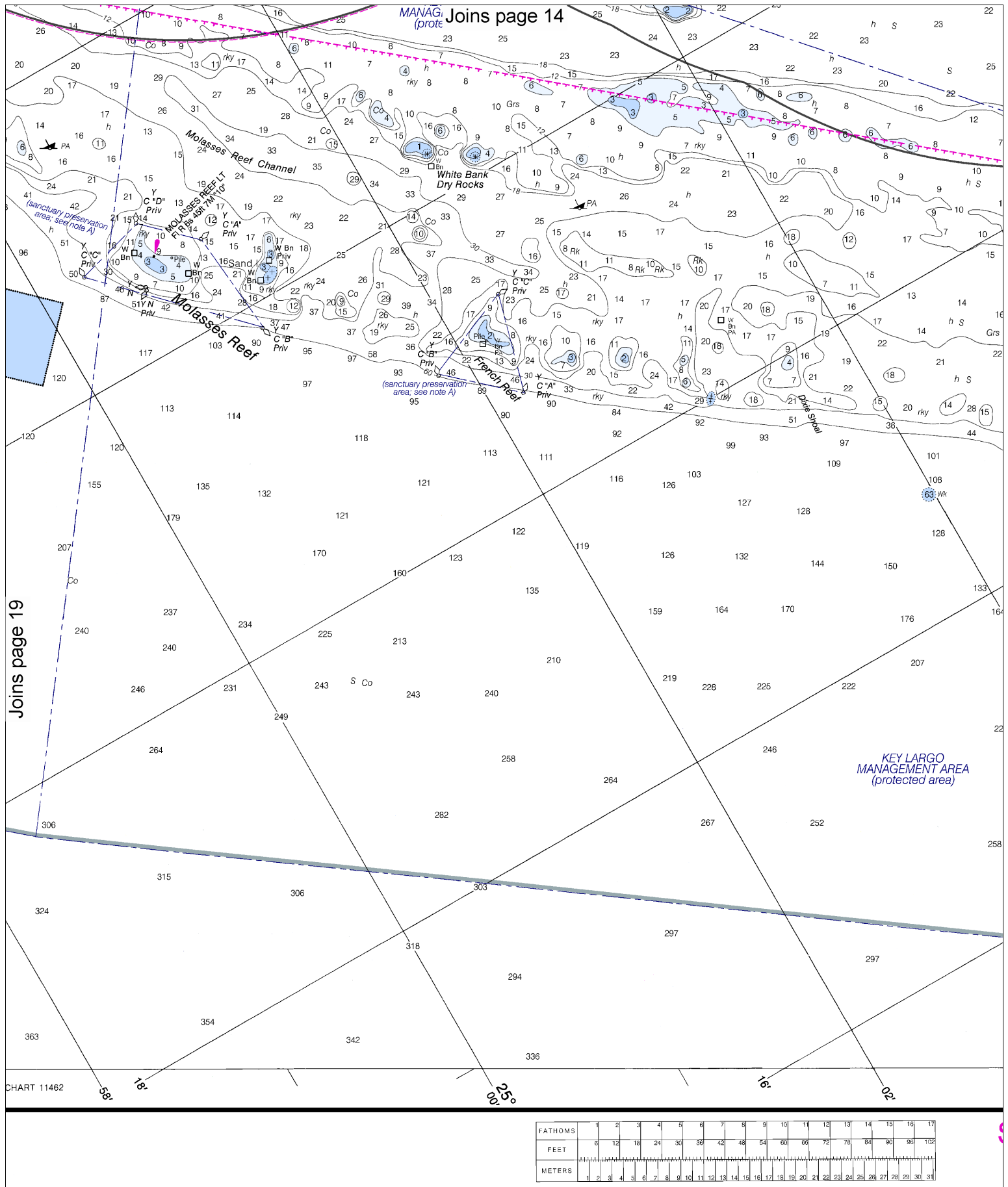
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







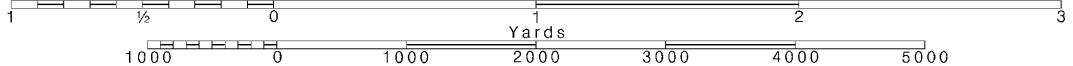
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Note: Chart grid lines are aligned with true north.

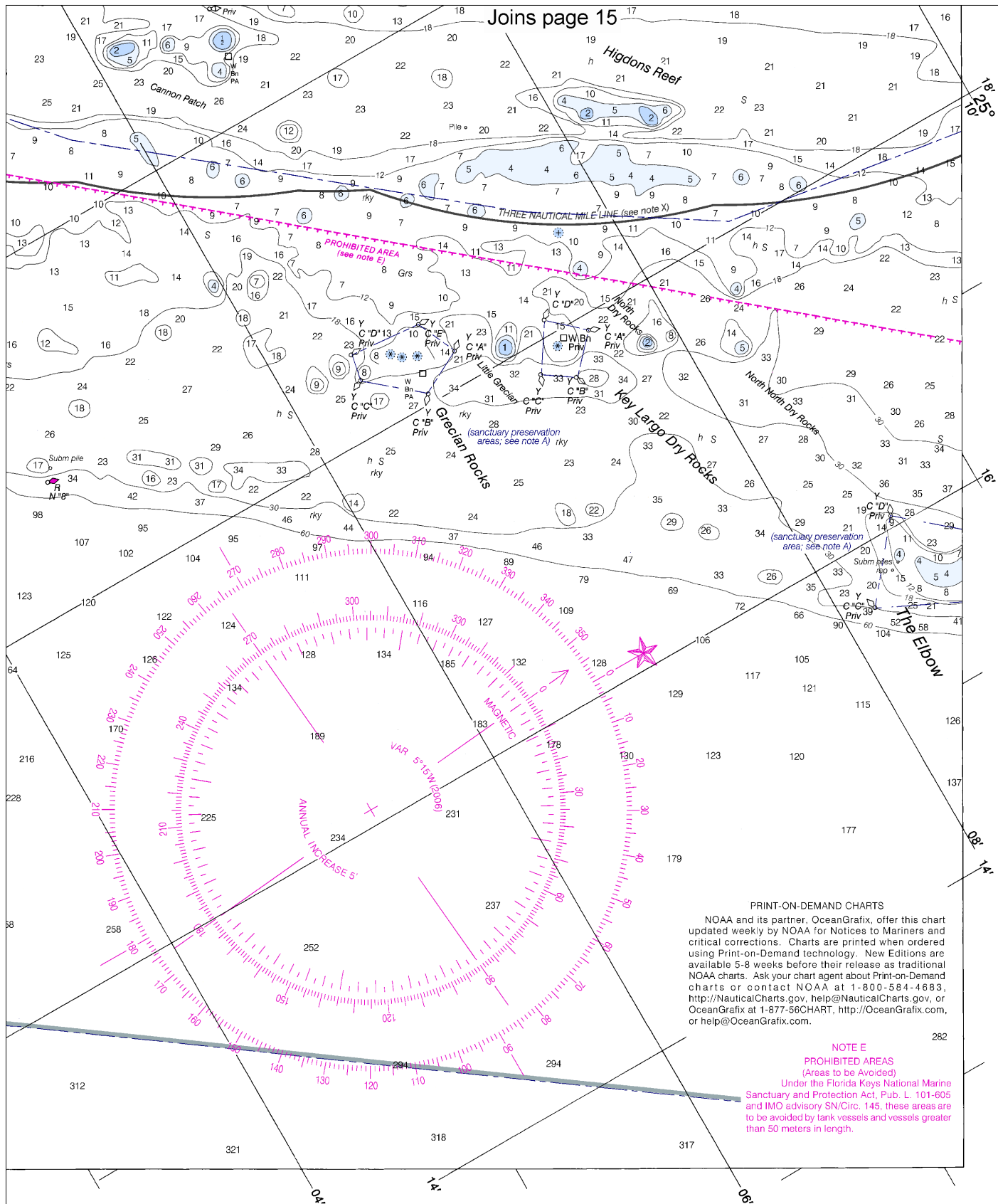
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







SOUNDINGS IN FEET

Blackwater Sound to Matecumbe  
SOUNDINGS IN FEET - SCALE 1:40,000

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## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

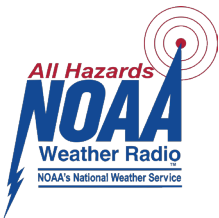
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

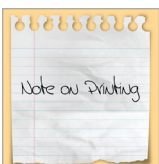
<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker